

Serial No. 10/686,659

Attorney Docket No. 03-037

**REMARKS**

Claims 1-6 and 8-13 are pending. Claim 7 has been canceled. The applicants respectfully request reconsideration and allowance of this application in view of the above amendments and the following remarks.

Claims 1, 3, 4, 6, 8, 9, and 13 were rejected under 35 USC 102(b) as being anticipated by Hara (2001/0015070). The applicants respectfully request that this rejection be withdrawn for the following reasons.

Claim 1 now recites that a clutch is provided only between the engine and the compressor in the hybrid compressor system to enable and disable transmission of a drive power from the engine to the compressor. Claim 1 further recites that when the engine is operated in an idling mode in a stopped state of the vehicle, the control apparatus selects and executes one of a plurality of operational modes, which include first and second operational modes, to adjust the load on the engine.

Claim 1 also recites that the control apparatus energizes the motor to drive the compressor device by the motor alone without using the power from the engine by decoupling the clutch to disable the transmission of the power from the engine to the compressor in the first operational mode. The control apparatus energizes the motor to drive the compressor device in cooperation with the engine through use of the power from the engine by coupling the clutch in the second operational mode. The Hara reference fails to disclose the first operational mode of claim 1. Thus, in the Hara apparatus, it is not possible to select and execute the first operational mode.

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According to paragraph 0010 of Hara the control unit is configured to execute driving the compressor by only the electric motor when the combustion engine is under an idling stop. Therefore, in the Hara apparatus, whenever the compressor is operated only by the motor, the engine is stopped. However, according to claim 1, the compressor is operated only by the motor in the first operational mode by decoupling the clutch while the engine is still running at the idling speed. The first operational mode reduces the engine load and thus reduces fuel consumption while the engine is running at idling speed in comparison to the second operational mode, in which the compressor is driven by both the motor and the engine. Although the Hara reference discloses a clutch 8, the clutch 8 is not operated to permit the first operational mode of claim 1.

For these reasons, claims 1, 3, 4, 6, 8, 9, and 13 cannot be anticipated by the Hara reference, and this rejection should be withdrawn.

Claims 2 and 5 were rejected under 35 USC 103(a) as being unpatentable over Hara (2001/0015070) in view of Official Notice. Claims 2 and 5 depend on claim 1 and are thus considered to be patentable for at least the reasons set forth above with respect to claim 1.

Claims 10-12 were rejected under 35 USC 103(a) as being unpatentable over Hara (2001/0015070) in view of Sakai et al. (2001/0018025). Claims 10-12 depend on claim 1 and are thus considered to be patentable for at least the reasons set forth above with respect to claim 1.

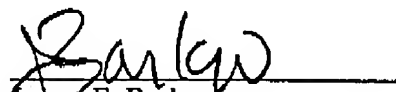
In view of the foregoing, the applicants submit that this application is in condition for allowance. A timely notice to that effect is respectfully requested. If questions relating to patentability remain, the examiner is invited to contact the undersigned by telephone.

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If there are any problems with the payment of fees, please charge any underpayments and credit any overpayments to Deposit Account No. 50-1147.

Respectfully submitted,

  
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